

SAILING DIRECTIONS CORRECTIONS

PUB 192 7 Ed 2000 LAST NM 15/02

Page 51—Lines 31 to 33/R; read:

Mundesley (52°53'N., 1°26'E.) is situated 5 miles SE of Cromer. A prominent water tower stands in the NW part of this village.

A conspicuous white radar dome, 68m high, is situated at Trimingham, 1.2 miles NW of Mundesley.

(BA NP 54) 16/02

Page 53—Lines 21 to 28/R; read:

over in length, with certain exceptions. Pilots can be contacted by VHF and board within 1 mile of Corton Lighted Buoy (52°31.1'N., 1°51.5'E.), off the entrance to Holm Channel, or not less than 0.5 mile from the harbor entrance.

Vessels should send an ETA and a request for pilotage 8 hours in advance. The message should include length, draft, grt, last port of call, cargo, and berth. Vessels leaving a port within 8 hours voyage time should send their ETA on departure. Amendments to ETA should be sent as necessary.

Vessels should then contact the pilot station and confirm their ETA 2 hours prior to arrival or when within VHF range.

Regulations.—Great Yarmouth Vessel Traffic Service (VTS) system operates in the approaches to the port.

All inbound vessels should report their ETA off the port entrance to the VTS Control at least 1 hour prior to arrival. This report should include draft, length, grt, agent, last port of call, details of cargo, and designated berth.

(BA NP 286) 16/02

Page 53—Lines 40 to 43/R; strike out.

(BA NP 54) 16/02

Page 59—Lines 10 to 45/R; read:

Pilotage Area is bounded by the following positions:

1. Foulness Point (51°37.0'N., 0°57.3'E.).
2. Gunfleet Old Lighthouse (51°46.1'N., 1°20.5'E.).
3. Long Sand Head (51°48.0'N., 1°40.0'E.).
4. Position 51°36.00'N, 1°23.08'E.
5. Position 51°26.60'N, 1°25.50'E.
6. Warden Point (51°24.9'N., 0°54.4'E.).

The inner limit of the Pilotage Area is on the River Thames at Putney Bridge.

Pilotage is compulsory, as follows:

1. Within the Outer Area, which extends between the seaward limit of the Pilotage Area and Sea Reach lighted buoy No. 1 (51°29.4'N., 0°52.5'E.), for the following:

- a. Vessels over 90m in length.
- b. Vessels over 50m in length that are passenger vessels or vessels carrying marine pollutants in bulk.
- c. Vessels between 50m and 90m in length, with a draft of over 6m.
- d. Vessels between 50m and 90m in length, with a draft of over 4m, when restricted visibility exists or develops in the Pilotage Area.

2. Within the Inner Area, which extends between Sea Reach lighted buoy No. 1 and Putney Bridge, for the following:

- a. Vessels over 80m in length.
- b. Vessels over 50m in length that are passenger vessels or vessels carrying marine pollutants in bulk.
- c. Vessels over 50m in length, with a draft of over 5m.
- d. Vessels over 50m in length, with a draft of over 4m, when restricted visibility exists or develops in the Pilotage Area.

A separate authorization is required for pilotage within the Thames Barrier Control Zone.

Inbound vessels should send an ETA message, with mandatory pilotage details (see list under Vessel Traffic Service), to Port Control London 24 hours prior to arrival at the boarding position, or within 1 hour of departure from their last port of call, if less than 24 hours.

A confirmation of the ETA should be sent not later than 8 hours in advance to Port Control London and to the NE Spit pilot station by VHF 2 hours before arrival.

Any changes to the ETA should be sent to Port Control London and the agent until 4 hours before the declared ETA, after which vessels should contact the appropriate pilot station by VHF.

Outbound vessels, vessels shifting berth, and vessels departing from an anchorage should send an ETD and mandatory pilotage details (see list under Vessel Traffic Service) to Port Control London 24 hours in advance, reporting any changes as necessary. Outbound vessels and vessels shifting berth requiring pilotage should confirm their ETD not later than 4 hours in advance.

Pilots for the Port of London may be embarked at one of three pilot stations. In addition, it may be necessary to change pilots off Gravesend, about 0.2 mile N of Royal Terrace Pier, for vessels bound for the upper reaches of the River Thames. Port Control London will arrange this change if it

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Page 61—Lines 1 to 23/L; read:

2. Sunk Pilot Station (Harwich)—Vessels embark pilots, as follows:

- a. For vessels of 10m draft and over—in position 51°51.4'N, 1°40.5'E (3.5 miles E of Sunk Light Vessel).
- b. For vessels of less than 10m draft—in position 51°51.6'N, 1°37.1'E (1.5 miles ENE of Sunk Light Vessel). However, vessels of less than 6m draft, which embark a London pilot at Sunk, will be subject to a surcharge.

3. Warp/Oaze Deep Pilot Station (Sheerness)—Vessels which are exempt from compulsory pilotage in the Outer Area will, subject to weather conditions, embark and disembark pilots, as follows:

- a. For inbound vessels using Black Deep, Fisherman's Gat, Princes Channel, or Knob Gat

Channel—in position 51°29.2'N, 0°59.3'E (Oaze Deep).

b. For inbound vessels using Mouse Channel or Barrow Deep Channel—in position 51°30.7'N, 0°57.0'E (The Warp).

Vessels requiring a pilot to embark or disembark at a port on the European continent or at a United Kingdom port outside the London Pilotage Area should send a request to Port Control London at least 5 days in advance.

(BA NP 286)

16/02

Page 61—Lines 26 to 57/L; read:

Regulations.—A mandatory Vessel Traffic Service (VTS) system operates in the approaches to the Port of London and is managed by Port Control London, located at Gravesend, and Woolwich Radio, located at the Thames Barrier Navigation Center.

Port Control London provides a traffic organization service between the seaward approaches and Crayford Ness (51°29.1'N., 0°12.6'E.). This station may be contacted on VHF channel 12 when E of Sea Reach No. 4 lighted buoy (51°29.6'N., 0°44.3'E.) and on VHF channel 68 when W of it.

Woolwich Radio provides a traffic organization service in the tidal area of the Thames above Crayford Ness. This station may be contacted on VHF channel 14.

All vessels over 50 grt or over 40m in length are designated as Reporting Vessels.

All inbound Reporting Vessels must send an ETA message, with appropriate details (see list below), to Port Control London 24 hours in advance or within 1 hour of departure from the last port of call.

Designator	Information Required
*A	Vessel's name, nationality, call sign, and MMSI number.
*B	GRT.
*C	Length (meters).
*D	Draft and list (if any).
E1 or	Last port and intended approach channel.
E2 or	Next port and intended departure channel.
E3	If shifting berth, location of new berth.
F	If an anchorage is required.
*G	If a pilot is required.
*H1 or	ETA and required pilot boarding station.
*H2 or	ETD and pilot disembarkation station.
*H3	If shifting berth, ETD from present berth.
I	If navigating under a Pilotage Exemption Certificate, name and number.
*J	Name of berth in Port of London.
K	Details of any damage to vessel.
L	Cargo status (in ballast, loaded, etc.).
M	Details of any hazardous or pollutant commodities on board.
*N	Maneuvering and sea speed.

* Denotes items mandatory for pilotage request messages.

Reporting Vessels within the VTS area should maintain a continuous listening watch on the appropriate area frequency and should advise the designated shore station prior to changing to another frequency or closing down.

Vessels over 20m in length and vessels certified to carry more than 12 passengers, which are not Reporting Vessels, are required to maintain a continuous VHF listening watch.

Pleasure craft are encouraged to participate.

Reporting Vessels within the VTS area are required to report when anchoring, berthing, or entering a lock. In addition, they should report immediately the occurrence of being involved in or sighting a collision, stranding, fire, or other accident; a machinery or steering breakdown; a personal injury or recovery of a casualty from the river; or a spillage of oil.

All inbound Reporting Vessels must contact Port Control London on VHF channel 12 and obtain clearance for continued transit at the following outer estuary Reporting Points:

1. In Sunk VTS area—Vessels will be directed, on passing Sunk Light Float or Long Sand Head lighted buoy (51°48'N., 1°40'E.), to call Port Control London on VHF channel 12. Vessels should state their intended route for transit and request clearance. After being informed of the traffic routing information, vessels should return to monitor Sunk VTS on VHF channel 14 until finally clear of the Sunk VTS area (see Sunk VTS under Harwich-Port of Felixstowe Regulations).
2. At position 51°33.5'N, 1°35.0'E (SE of S Knock lighted buoy).
3. At position 51°29.0'N, 1°50.0'E (N of Falls Head lighted buoy).
4. At position 51°20.5'N, 1°35.2'E (E of NE Goodwin lighted buoy).

All inbound Reporting Vessels should report to Port Control London on VHF channel 12 when passing the following Reporting Points:

1. In Barrow Deep, Mouse Channel, and The Warp:
 - a. Sunk Head Tower.
 - b. Barrow No. 2 lighted buoy.
 - c. Barrow No. 6 lighted buoy.
 - d. Barrow No. 10 lighted buoy.
 - e. N Oaze lighted buoy (inbound only).
 - f. Sea Reach No. 1 lighted buoy (outbound only).
 - g. Sea Reach No. 4 lighted buoy (frequency change).
2. In Black Deep, Knock John, and Oaze Deep:
 - a. Sunk Head Tower.
 - b. Black Deep No. 3 lighted buoy.
 - c. Black Deep No. 7 lighted buoy.
 - d. Knock John No. 7 lighted buoy.
 - e. SW Oaze lighted buoy (inbound only).
 - f. Sea Reach No. 1 lighted buoy (outbound only).
 - g. Sea Reach No. 4 lighted buoy (frequency change).
3. In Fisherman's Gat, Knob or Knock John Channels:

- a. S Knock or NE Spit lighted buoys (inbound only as appropriate).
 - b. Outer Fisherman buoy.
 - c. Black Deep No. 7 lighted buoy.
 - d. Knock John No. 7 lighted buoy (Knock John only).
 - e. Tizard lighted buoy (Knob only).
 - f. Shivering Sand Tower (Knob only).
 - g. SW Oaze lighted buoy (inbound only).
 - h. Sea Reach No. 1 lighted buoy (outbound only).
 - i. Sea Reach No. 4 lighted buoy (frequency change).
4. In Princes Channel:
- a. S Knock or NE Spit lighted buoys (inbound only as appropriate).
 - b. Princes lighted buoy.
 - c. Shivering Sand Tower.
 - d. SW Oaze lighted buoy (inbound only).
 - e. Sea Reach No. 1 lighted buoy (outbound only).
 - f. Sea Reach No. 4 lighted buoy (frequency change).

For Reporting Points located W of Sea Reach No. 4 lighted buoy, see Sector 5.

Vessels using the inshore passages should report to Port Control London on VHF channel 12 when passing the S Whitaker and Maplin lighted buoys or the SE Margate and Spaniard lighted buoys, as appropriate.

Vessels entering or leaving the River Medway should report to Port Control London on VHF channel 12 when approaching the Medway lighted buoy (51°29'N., 0°53'E.) (see Sector 5 for details of the Medway VTS system).

(BA NP 286) 16/02

Page 61—Lines 1 to 22/R; strike out.

(NIMA) 16/02

Page 61—Lines 29 to 39/R; read:
past every hour.

Details of a major incident (alongside or underway) in the river between Sea Reach No. 1 Lighted Buoy and Crayford Ness will be broadcast by Port Control London using the code word POLACAP.

Details of a major incident to seaward of Sea Reach No. 1 Lighted Buoy will be broadcast by Port Control London using the code word POLASEA.

Details of a major incident above Crayford Ness will be broadcast by Woolwich Radio using the code word POLARIVER.

These code words signify that the Port of London has initiated a combined accident procedure. All vessels should maintain their present listening watch, minimize all radio broadcasts, and be prepared to receive specific traffic regulation instructions.

For details of Sunk VTS and Harwich (Port of Felixstowe) VTS systems, see paragraph 4.9.

For details of Reporting Points in the River Thames above Sea Reach No. 4 Lighted Buoy and the Medway VTS system, see Sector 5.

(BA NP 286) 16/02

Page 64—Line 9/R; read:
less than 6m.

(BA NP 28) 16/02

Page 64—Line 23/R; read:

with squat. Vessels should allow a minimum underkeel clearance of 0.9m on a flood tide and 1.4m on an ebb tide. Vessels, with drafts over 10m, should allow an underkeel clearance of 1.2m on a flood tide and 1.5m on an ebb tide.

(BA NP 28) 16/02

Page 68—Lines 14 to 28/R; read:

After embarking the pilot E of Sunk Light Vessel, deep-draft vessels should follow the recommended route, which may best be seen on the chart, and proceed W and NW into the entrance of the Harwich Deep-Water Channel. Other vessels approaching from the S or E should embark the pilot ENE of Sunk Light Vessel. They may then proceed W and NW through the outer part of the deep-water channel. Those vessels, with suitable draft, may pass between Roughs Tower (51°54'N., 1°29'E.) and Threshold Shoals, 2.4 miles E. They may then pass E of Cross Lighted Buoy (51°56.2'N., 1°30.6'E.) and steer in a W direction toward the outer entrance of North Channel.

Vessels approaching from the N, NE, and E should pass through either Shipway or Sledway and then shape their course toward the pilot boarding station located about 2 miles ENE of Harwich Approach Lighted Buoy (formerly Shipway Lighted Buoy) (51°56.7'N., 1°30.7'E.).

For restrictions, see Pilotage for Harwich (Port of Felixstowe).

(BA NP 286; BA NP 28) 16/02

Page 70—Lines 7 to 41/L; read:

Pilotage.—Pilotage is provided by Haven Pilotage Service and is compulsory for all vessels over 50m in length, except HM ships.

Inbound vessels should send an ETA at the pilot boarding station at least 24 hours in advance or on leaving the last port of call, if later. The ETA message should include the vessel's name, call sign, grt, maximum draft, and destination.

Vessels should then confirm their ETA 3 hours and 1 hour in advance or as soon as practicable when within VHF range.

Outbound vessels should give an ETD at least 2 hours in advance, with a confirmation 30 minutes prior to departure (ETD will not be accepted more than 3 hours in advance).

The Haven Pilotage Service operates two pilot stations:

1. Sunk Pilot Station provides pilotage for Harwich, Felixstowe, Ipswich, and Mistley. It also provides pilotage for the Port of London and River Thames.

Vessels of 10m draft and over embark the pilot in position 51°51.4'N, 1°40.5'E (3.5 miles E of Sunk Light Vessel).

Vessels of less than 10m draft embark the pilot in position 51°51.6'N, 1°37.1'E (1.5 miles ENE of Sunk Light Vessel).

Communication on the approach and at this pilot station will be conducted by Sunk VTS on VHF channel 14 (see Regulations).

Vessels giving the 1-hour confirmation of ETA at this boarding station should call on VHF channel 9.

2. Haven Pilot Station provides pilotage for Harwich, Felixstowe, Ipswich, and Mistley.

Pilots board vessels about 2 miles ENE of Harwich Approach lighted buoy (formerly Shipway lighted buoy) (51°56.7'N., 1°30.7'E.).

This station should be used only by vessels of less than 180m in length and less than 8m draft.

Communication on the approach and at this pilot station will be conducted by Haven VTS on VHF channel 71 (see Regulations).

Vessels giving the 1-hour confirmation of ETA at this boarding station should call on VHF channel 9.

Haven Pilotage Service may be contacted by e-mail at sunk.pilot@hha.co.uk.

Pilots for the Rivers Colne and Crouch embark vessels about 2.5 miles WSW of Sunk Light Vessel.

See Approaches to Harwich, Directions (paragraph 4.8) for further information.

Regulations.—Sunk Vessel Traffic Service (VTS) system has been established in the vicinity of Sunk Light Vessel and covers an area bounded by the following positions:

- a. 51°52.5'N, 1°32.3'E.
- b. 51°52.5'N, 1°33.2'E.
- c. 51°52.7'N, 1°34.1'E.
- d. 51°53.0'N, 1°38.9'E.
- e. 51°53.0'N, 1°42.0'E.
- f. 51°50.0'N, 1°42.0'E.
- g. 51°50.0'N, 1°39.5'E.
- h. 51°47.0'N, 1°34.9'E.
- i. 51°48.0'N, 1°32.4'E.
- j. 51°50.0'N, 1°33.9'E.
- k. 51°50.0'N, 1°32.3'E.

All vessels must report to Sunk VTS on VHF channel 14 when passing the following positions (Reporting Points):

- a. 51°57.0'N, 1°39.4'E. (E Shipwash—N approach).
- b. 51°50.7'N, 1°52.2'E. (S Inner Gabbard—E approach).
- c. 51°47.5'N, 1°40.5'E. (Long Sand Head—S approach).
- d. 51°53.8'N, 1°33.6'E. (Walker, formerly Shiphead lighted buoy—transfer to/from Harwich VTS).
- e. 51°46.7'N, 1°28.2'E. (Sunk Head Tower, Barrow Deep—transfer to/from Port Control London VTS).
- f. 51°50.0'N, 1°42.0'E. (Sunk Head Tower, Black Deep—transfer to/from Port Control London VTS).
- g. 51°49.0'N, 1°23.0'E. (Wallet No. 2—W approach).

All vessels must maintain a continuous listening watch on VHF channel 14 until finally clear of the VTS area or when transferring to a neighboring VTS system.

All vessels at anchor within the designated anchorages in the vicinity of Sunk Light Vessel must maintain a continuous listening watch on VHF channel 14.

Inbound vessels for the Port of London will be instructed by Sunk VTS to contact Port Control London for routing information when passing Sunk light Vessel or Long Sand Head lighted buoy (51°48'N., 1°40'E.).

All vessels engaged in pilot embarkation or disembarkation operations must maintain a continuous listening watch on VHF channel 14.

Vessels may use VHF channel 6 for dedicated communication with the pilot launch during the transfer of pilots only. All other communication with pilot launches must be carried out on VHF channel 14.

All vessels should navigate with extreme caution when entering the Precautionary Area because vessels embarking and disembarking pilots may be encountered, some of which may be constrained by their draft.

Sunk VTS may be contacted by e-mail at sunk.vts@hha.co.uk.

Harwich Vessel Traffic Service (VTS) system has been established in the approaches to Harwich and provides radar surveillance and marine information. The seaward limit of the VTS area covers an area bounded by the arc of a circle, with a radius of 4 statute miles, centered on position 51°55.96'N, 1°18.84'E, with an E extension defined by a line joining the following positions:

- a. 51°57.4'N, 1°23.9'E.
- b. 51°59.0'N, 1°37.1'E.
- c. 51°53.8'N, 1°33.9'E.
- d. 51°52.6'N, 1°33.9'E.
- e. 51°52.6'N, 1°30.8'E.
- f. 51°54.3'N, 1°30.8'E.
- g. 51°55.3'N, 1°24.3'E.

Participation in this VTS system is mandatory for all vessels over 50 grt and all vessels certified to carry 12 or more passengers.

Navigational information broadcasts are made by Harwich VTS on VHF channel 11 at 0415 and 1615 hours. During periods of major operations, broadcasts are also made at 1015 and 2215 hours.

In the event of a major incident, details will be broadcast by Harwich VTS using the code word HARWICHCAP. This code word signifies that Harwich has initiated a combined accident procedure. All vessels should maintain their present listening watch, minimize all radio broadcasts, and be prepared to receive specific traffic regulation instructions.

Harwich VTS may be contacted by e-mail at harwich.vts@hha.co.uk.

All inbound vessels should send their ETA at the pilot station to the Harwich VTS Operations Center at least 24 hours in advance or on leaving the last port of call, if later.

The message should include the vessel's name, call sign, grt, maximum draft, and destination.

Vessels must confirm their ETA 3 hours prior to arrival or as soon as practicable when within VHF range on VHF channel 9. All times should be given in local time.

All inbound vessels must obtain permission from Harwich VTS prior to entering the VTS area. They must also report on VHF channel 71 when passing the following positions (Reporting Points):

- a. 52°03.7'N, 1°42.0'E. (N Shipwash Outer Approach—N approach).
- b. 52°01.7'N, 1°38.3'E. (N Shipwash lighted buoy—N approach).
- c. 51°53.8'N, 1°33.6'E. (Walker, formerly Shiphead lighted buoy—S approach, transfer from Sunk VTS).
- d. 51°59.0'N, 1°35.6'E. (Mid Bawdsey—N approach).
- e. 51°58.6'N, 1°28.0'E. (Cutler—N approach, inshore route).
- f. 51°53.2'N, 1°18.9'E. (Stone Banks—S approach, inshore route).
- g. 51°56.8'N, 1°30.7'E. (Harwich Approach, formerly Shipway lighted buoy).
- h. 51°56.0'N, 1°22.2'E. (Harwich Channel No. 7).
- i. 51°58.9'N, 1°16.6'E. (Orwell No. 2, Ipswich approach—transfer to Orwell Navigation Service).

All vessels must maintain a continuous listening watch on VHF channel 71 while within the VTS area and report when anchoring or berthing.

All vessels must obtain permission before getting underway from an anchorage or leaving a berth. They must also report when clear of an anchorage or berth.

All outbound vessels must give an ETD at least 2 hours in advance to Harwich VTS, with a confirmation 30 minutes prior to departure (ETD will not be accepted more than 3 hours in advance). They must also obtain permission from Harwich VTS to leave. Permission to leave is valid for only 15 minutes. If the vessel has not cleared new permission must be obtained.

Outbound vessels must report to Harwich VTS on VHF channel 71 when passing the following positions (Reporting Points):

- a. 51°59.8'N, 1°14.4'E. (Orwell No. 4—preliminary).
- b. 51°58.9'N, 1°16.6'E. (Orwell No. 2—transfer from Orwell Navigation Service).
- c. 51°56.9'N, 1°13.3'E. (Erwarton—River Stour).
- d. 51°55.8'N, 1°22.8'E. (Haven No. 8 lighted buoy).
- e. 51°55.7'N, 1°30.7'E. (Rough—southbound).
- f. 51°56.5'N, 1°30.6'E. (Cross—stating if northbound or southbound).
- g. 51°53.2'N, 1°18.9'E. (Stone Banks—southbound, inshore route).
- h. 51°58.6'N, 1°28.0'E. (Cutler—northbound, inshore route).
- i. 51°53.8'N, 1°33.6'E. (Walker, formerly Shiphead lighted buoy—southbound, transfer to Sunk VTS).
- j. 51°59.0'N, 1°35.6'E. (Mid Bawdsey—northbound).

- k. 52°01.7'N, 1°38.3'E. (N Shipwash—northbound).

Vessels with a draft of 7.2m or over are
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Page 70—Lines 40 to 56/R; read:

The wet dock is entered through a lock, 91m long and 14.5m wide. It has depths over the sill of 7.1m at HWS and 6.3m at HWN. Vessels up to 80.76m in length can enter by using the lock. Vessels up to 114m in length, 13.8m beam, and 5.5m draft can enter the dock by canaling through the lock at HW. There is 1,750m of total berthage within the dock, with depths of 3.7 to 6.7m alongside. There are facilities for yachts at the N side of the dock.

The main riverside facilities are described below.

Cliff Quay has 1,130m of total berthage and a depth of 8.2m alongside.

West Bank Terminal has 320m of total berthage and a depth of 6.5m alongside.

Power Station Jetty has 150m of total berthage and a depth of 8.4m alongside.

There are facilities for container, bulk, tanker, and ro-ro vessels within the port. Generally, vessels up to 140m in length and 7.5m draft can be handled. Vessels up to 148m in length and 8.4m draft have been handled at HWS.

(Lloyds Ports)

16/02

Page 71—Lines 1 to 2/L; strike out.

(NIMA)

16/02

Page 71—Lines 12 to 20/L; read:

Regulations.—The Orwell Navigation Service operates a Port Control and Information Service within the river.

All vessels must maintain a VHF listening watch when underway as directed by the Orwell Navigation Service. Vessels without an operational VHF should make contact by telephone.

All inbound vessels should report to Ipswich Port Radio on VHF channel 68 on passing the following Reporting Points:

1. Fagbury Buoy (51°57.9'N., 1°16.9'E.).
2. No. 4 Lighted Buoy.
3. Cathouse Lighted Buoy.
4. No. 9 Lighted Buoy.
5. On berthing.

Local weather, visibility, tides, and general marine information are available upon request. The Orwell Navigation Service may be contacted by e-mail at ipswich@abports.co.uk.

(BA NP 286)

16/02

Page 75—Lines 27 to 36/L; read:

Pilotage.—Pilotage is compulsory for vessels of 50m in length and over. Pilots are provided by the Medway Pilotage Service (see Sector 5) and board as follows:

1. Vessels over 80m in length—in position 51°25'N, 1°30'E, between NE Spit Lighted Buoy and Elbow Lighted Buoy (see NE Spit pilot station under Thames Estuary).

2. Vessels between 50m and 80m in length—at Whitstable Street Lighted Buoy (51°23.9'N., 1°01.6'E.).

Vessels should send a request for pilotage and an ETA to the Medway Navigation Service at least 24 hours in advance. Vessels should also send an ETA to the port 12 hours in advance. See pilotage for Thames Estuary.

(BA NP 286)

16/02

Page 79—Lines 1 to 52/R; read:

Regulations.—A mandatory Vessel Traffic Service (VTS) system operates in the approaches to the Port of London and in the River Thames. It is managed by Port Control London, located at Gravesend, and Woolwich Radio, located at the Thames Barrier Navigation Center.

Port Control London provides a traffic organization service between the seaward approaches and Crayford Ness (51°29.1'N., 0°12.6'E.). This station may be contacted on VHF channel 12 when E of Sea Reach No. 4 lighted buoy (51°29.6'N., 0°44.3'E.) and on VHF channel 68 when W of it.

Woolwich Radio provides a traffic organization service in the tidal area of the Thames above Crayford Ness. This station may be contacted on VHF channel 14.

All vessels over 50 grt or over 40m in length are designated as Reporting Vessels.

See Regulations in Sector 4 for VTS procedures in the Thames Estuary and call-in positions (Reporting Points) located between the seaward limit of the VTS area and Sea Reach No. 4 lighted buoy.

All Reporting Vessels are required to report to Port Control London on VHF channel 68 when passing the following points:

1. Sea Reach No. 4 lighted buoy (51°29.6'N., 0°44.3'E.) (frequency change).
2. Sea Reach No. 7 lighted buoy (51°30.1'N., 0°36.8'E.).
3. Shommead (51°27.3'N., 0°26.4'E.).
4. Gravesend (51°26.9'N., 0°22.6'E.) (inbound only).
5. Tilbury Ness (51°27.1'N., 0°20.0'E.) (outbound only).
6. West Thurrock Power Station (51°27.9'N., 0°17.7'E.).

All Reporting Vessels are required to inform Woolwich Radio on VHF channel 14 when passing the points listed below. In addition, reports are mandatory for all vessels equipped with VHF, irrespective of size, which intend to navigate through or within the Thames Barrier Control Zone. This latter zone extends between Margaret Ness (51°30.5'N., 0°05.5'E.) and Blackwall Point (51°30.3'N., 0°00.2'E.).

1. Crayford Ness (51°29.1'N., 0°12.6'E.) (frequency change)—Inbound and outbound, mandatory only for inbound Reporting Vessels intending to enter the Thames Barrier Control Zone. Vessels must report ETA at the Barrier or at a destination within the zone if not passing through the Barrier (see Note 1).

2. Ford Motor Works Dagenham (51°30.5'N., 0°09.6'E.)—Inbound and outbound, mandatory for Reporting Vessels only.

3. Margaret Ness (51°30.5'N., 0°05.5'E.)—Inbound only, mandatory for all vessels equipped with VHF. Vessels must request clearance to enter the Barrier Zone (see Notes 2 and 3).

4. Blackwall Point (51°30.3'N., 0°00.0'E.)—Outbound only, mandatory for all vessels equipped with VHF. Vessels must confirm ETA at Barrier given at London Bridge and request clearance to enter the Barrier Zone (see Notes 2 and 3).

5. Surrey Entrance, Wapping (51°30.3'N., 0°03.1'W.)—Inbound only, mandatory for Reporting Vessels only.

6. Tower Bridge (51°30.2'N., 0°04.3'W.)—Outbound only, mandatory only for Reporting Vessels intending to enter the Thames Barrier Control Zone. Vessels must report ETA at the Barrier or at a destination within the zone if not passing through the Barrier (see Notes 1 and 4).

Note 1: Reporting Vessels leaving berths or locks between Crayford Ness and Margaret Ness (inbound) and between London Bridge and Blackwall Point (outbound) must report ETA at the Barrier or destination 30 minutes before entering the zone.

Note 2: All vessels equipped with VHF leaving berths or locks within the Barrier Control Zone must report 30 minutes before departing the berth or lock and again immediately prior to leaving. Permission to proceed must be requested.

Note 3: Span allocation will be given along with clearance to enter the Barrier Control Zone.

Note 4: All Reporting Vessels navigating between Tower Bridge (51°30.3'N., 0°04.5'W.) and Wandsworth Bridge are required to carry an electronic keying device to activate the isophase lights on these bridges. Such vessels should use the bridge arches displaying these lights. Reporting Vessels not fitted with a keying device or experiencing technical difficulties should contact Port Control London or Woolwich Radio.

Information broadcasts made by Woolwich Radio (see Sector 4) include the bridge spans that are open for navigation. Notification of actual or intended closure of the Thames Barrier will be included when appropriate.

The area between Bulls Point (Gallions Point) (51°30.0'N., 0°05.4'E.) and Ware Point, 0.6 mile NE, encompasses the London City Airport glide path. All vessels, including pontoons carrying mobile cranes, having an air draft of 30.5m or more and intending to navigate in this area should inform Woolwich Radio at the earliest opportunity of their intentions. Such vessels must not enter the area without permission. Vessels with an air draft of more than 45m are required to give 24 hours notice.

Restrictions for overtaking exist above Tilbury Ness and at any time a large vessel or vessel carrying dangerous cargo is involved. In such circumstances, vessels must obtain clearance for overtaking from the appropriate control station.

Vessels, with an air draft over 45m, intending to pass under the Queen Elizabeth II Bridge, should contact Port Control London in advance so that the lights indicating the Tall Ships Navigation Channel can be switched on. This bridge spans Long Reach (51°28'N., 0°15'E.) and has a vertical clearance of 54m.

Additional regulations are in force for vessels navigating in the River Thames and vessels are advised to acquire a copy of the Port of London River Bylaws.

(BA NP 286; BA NP 28) 16/02

Page 80—Lines 1 to 33/L; strike out.
(NIMA) 16/02

Page 80—Line 17/R; read:
from Port Control London or Woolwich Radio.
(BA NP 286) 16/02

Page 82—Lines 46 to 47/L; read:
control for the Port of London VTS system. Port Control London operates in the area to the E of this point and Woolwich Radio operates in the area to the W of it. See Regulations under General Remarks.
(NIMA) 16/02

Page 83—Lines 22 to 42/L; read:
closure of the barrier are broadcast by Woolwich Radio on VHF channel 14.

Regulations.—For regulations concerning navigation in the vicinity of the Thames Barrier, see paragraph 5.1.

Extracts from the special restrictions include
(BA NP 286) 16/02

Page 83—Line 52/L; read:
visibility of less than 0.5 mile for vessels over 50m in
(BA NP 28) 16/02

Page 85—Lines 3 to 23/L; strike out.
(BA NP 28) 16/02

Page 85—Lines 44 to 54/R; read:
lighted buoy (51°28.8'N., 0°52.9'E.).

Inbound and outbound vessels must report to the Medway Navigation Service when passing the following reporting points:

1. Medway lighted buoy (also report to Port Control London on VHF channel 12).
2. Position 51°27.76'N, 0°47.17'E (between Nos. 8 and 10 lighted buoys). Outbound vessels only (also report when passing Richard Montgomery wreck to Port Control London on VHF channel 12).
3. No. 12 lighted buoy (51°25.7'N., 0°40.3'E.).
4. Darnett Ness (51°24.4'N., 0°35.7'E.).
5. No. 32 lighted buoy (51°24.6'N., 0°32.1'E.).
6. Chatham Ness (51°23.2'N., 0°31.1'E.).

Vessels entering or leaving the West Swale (see paragraph 5.12) should report when approaching the Medway lighted buoy and at the following reporting points:

1. Queenborough Spit lighted buoy (51°25.8'N., 0°43.9'E.).
2. Long Point (51°24.9'N., 0°43.3'E.).
3. Kingsferry Bridge (51°23.4'N., 0°45.0'E.).

Within the river area, vessels should report when passing the reporting points, before anchoring, and on berthing. In addition, vessels underway should keep a continuous listening watch on VHF channel 74 (VHF channel 16 while at anchor).

Outbound vessels or vessels shifting berth should report their ETD and draft to the service at least 1 hour in advance and immediately before commencement of the maneuver.

(BA NP 286) 16/02

Page 99—Line 4/R; read:
the A1 lighted buoy (51°22'N., 2°53'E.). Inbound vessels using this helicopter service are requested, in order to be identified on radar, to report on VHF channel 65 to Wandelaar Traffic Center, as follows:

- a. 2 hours prior to arrival at the KB Lighted Buoy (51°21.1'N., 2°42.9'E.).
- b. Eastbound vessels—when passing East Dyck Lighted Buoy (51°21.4'N., 2°31.2'E.).
- c. Southbound vessels—when passing SW Thornton Lighted Buoy (51°31.0'N., 2°51.0'E.) and Westpit Lighted Buoy (51°33.7'N., 3°10.0'E.).

All inbound vessels should contact the pilot station on VHF channel 65, or Wandelaar Traffic Center, at least 1 hour before ETA at the boarding position.

This station also provides pilots for Nieuwpoort, Oostende, and Zeebrugge.

(BA NP 286) 16/02

Page 129—Line 14/R; read:
rate of 1.2 knots.

Pilotage.—For rules and regulations concerning the pilotage of large vessels (including tankers and bulk carriers) navigating in the German Bight (Inner Deutsche Bucht) and proceeding to the Ems, Jade, Weser, or Elbe, see Pilotage under Approach Routes to German Bight.

For pilotage rules and procedures concerning all other vessels navigating in the German Bight and proceeding to the Ems, Jade, Weser, or Elbe, see Pilotage under the description of each individual estuary.

(NIMA) 16/02